



YESTERDAY was one of the slow days along the front. With the exception of the departure of the schooner John A. Campbell and the steamer Wai-aleale there was nothing out. After the schooner left she was in sight for a long time having lost what little wind there was soon after the tug left here. At the uptown wharves the vessels of the coasting fleet were at work discharging and at Railroad wharf there are several vessels getting sugar and discharging coal.

Towards the latter part of this week or first part of next week the pioneer steamer of the new line from Seattle for which Alexander & Baldwin are the local agents will be expected. The steamer first to come is the John S. Kimball. She was expected to leave Seattle for this port on the 15th inst. and will probably take from eight to ten days to make the run. The vessel will bring a good deal of general freight and some cold storage goods for this port and it is thought that her passenger accommodations will be taxed to their full capacity. From here the vessel will go to Kahului and load sugar going from thence to San Francisco. It is not thought at the present time that the vessels of the line will compete with the local companies in the carrying of freight between this port and the ports of Maui.

The Improved Propeller.

Pilot J. R. Macauley was the happiest man in town yesterday. His improved propeller which was placed on the gasoline schooner Eclipse last week had been put to a severe test and was found to work successfully.

The Eclipse returned from her regular Kona trip yesterday. From the time she left here last week until arrival yesterday she had not been able to use her sail at all on account of the adverse wind or no wind at all. As a result she steamed the entire trip and her reports show that she made better time and saved a big percentage of fuel on this trip.

The actual count of the time made and fuel consumed on previous trips has been kept and the report of the trip just finished shows a remarkable saving in fuel. From the reports of twenty previous trips it appears that the Eclipse has used from eight to fourteen gallons of gasoline per hour or an average of about nine and a half gallons per hour. On the trip just preceding the last the vessel used fuel at the rate of 9.09 gallons per hour. On the trip just completed the report of the engineer shows that the consumption of fuel per hour was but 6.96 gallons per hour.

It was also found that the vessel when her engines were set for half speed went as fast as formerly on full speed. This means a great saving on the wear and tear on the engines.

Never since the schooner has run has she consumed less than eight gallons of gasoline per hour so at the lowest estimate it is shown that the new propeller is the means of saving two gallons of gasoline per hour. This in itself means that a saving on her runs of at least a hundred dollars a month for fuel will be made which amounts to quite a sum in a year.

The experiments with the propeller on the gasoline schooner are much more satisfactory than experiments tried on coal burning vessels as it is almost impossible to have the same quality of coal for several trips and even during a trip several qualities of coal are likely to be encountered. With the gasoline it is impossible to accurately measure the expenditure of fuel and for this purpose and to demonstrate accurately the effect of the improvement in the propeller it was tried on the Eclipse.

As soon as she can be put on the marine railway the Surprise will be also fitted with the Macauley propeller, and it is probable that a trial of the device will be given on one of the larger of the inter-island boats.

SHIPPING NOTES.

The Rio is due to-day from San Francisco.

The Wai-aleale for Kauai ports left last evening.

The schooner John A. Campbell sailed for the Sound in ballast yesterday. The James Nesmith and J. C. Glade are taking ballast at Sorenson's wharf.

The Warrimoo from Vancouver for the Colonies is due to arrive tomorrow.

Work on the steamer James Makro is progressing rapidly and she will soon be in running order again with increased carrying capacity and greatly improved in other ways.

TIDES, SUN AND MOON.

DAY	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Mon.	1.34	1.42	0.08	6.11	8.20	6.31	2.28	2.48		
Tues.	1.36	1.38	1.00	6.50	9.06	6.32	2.30			
Wed.	1.38	1.39	1.07	7.30	9.46	6.33	2.32			
Thurs.	1.40	1.41	1.14	8.10	10.27	6.34	2.34			
Fri.	1.42	1.43	1.21	8.50	11.07	6.35	2.36			
Sat.	1.44	1.45	1.28	9.30	11.47	6.36	2.38			
Sun.	1.46	1.47	1.35	10.10	12.27	6.37	2.40			
Mon.	1.48	1.49	1.42	10.50	13.07	6.38	2.42			

New Moon on the 21st at 1:31 p.m.

YESTERDAY'S WEATHER.

Diamond Head Signal Station—10 p.m.—Weather cloudy; wind, light N.

The barkentine Dimond went to the Railroad wharf yesterday to complete her load of sugar.

The sweepers were at work along the steamer wharves yesterday cleaning up after the rush of the first part of the week.

The deck of the steamer Kaulani is being recaulked and some overhauling is being done to the machinery of the vessel.

The navigation school under the direction of Captain Robinson meets daily in the upper portion of Wilder & Co.'s building.

D. J. Cashman has bought out the sailmaking business of Hitch and will carry on the business of both firms at the old stand.

The gasoline schooner Eclipse arrived from Kona and Maui ports yesterday. She will leave on her regular run today at 5 o'clock.

Yesterday the S. C. Allen took sugar from the Noeau at the Inter Island wharf. She will get away with a full load about Wednesday of next week.

Everything is in readiness at the Oceanic dock to give the Sierra the very quickest dispatch possible on arrival. She will be coaled from the wharf.

Assistant Engineer Purdie of the Fearless had his thumb operated on Wednesday for what appeared to be a felon. It was found however that the trouble with the thumb was a splinter of bamboo which had penetrated the flesh and caused blood poisoning.

An 18-ton cylinder for a Reidler pump was yesterday hauled from the barkentine Archer at the fishmarket wharf to the railroad depot for transportation to Wai-aleale plantation. As the piece is the heaviest ever hauled on this island, the power of the steam roller was used to draw the drag on which the cylinder was placed.

ARRIVED.

Thursday, December 20.
Str. Noeau, Wyman, for Kauai ports.
Str. Eclipse, Townsend, from Kona and Maui ports.

DEPARTED.

Thursday, December 20.
Str. Wai-aleale, Pitts, for Kauai ports.
Am sch John A. Campbell, Smith, for the Sound in ballast.

TO SAIL TODAY.
Gas sch Eclipse, for Lahaina, Kihel, Makana and Kona ports, at 5 p.m.
P. M. S. Rio de Janeiro, Ward, for Hongkong, Shanghai, Nagasaki, Kobe and Yokohama; Hackfeld & Co., agents.
Str. Noeau, Wyman, for Eleale, Makaweli, Waimea and Kekaha, at 4 p.m.

PASSENGERS ARRIVED.

From Kauai ports, per steamer Noeau, December 20.—W. A. Kinney, Geo. Kent and 1 deck.

From San Francisco, per O. S. S. Sierra, Dec. 20.—Mrs. L. C. Ables and 2 children, T. W. Allen and wife, S. M. Hallou, Geo. T. Beckley, J. E. Bird, Dr. A. E. Blake, Mrs. E. C. Bond, Jno. Doyle, Miss E. Doyle, E. T. Chambers, Geo. H. Collins, Mrs. K. Cooper, Miss A. H. Cooper, R. J. English, Miss S. Ferguson, Miss C. W. Flanders, Miss M. L. Flanders, Miss M. S. Flanders, Mrs. J. B. Frazier, Judge C. A. Galbraith and wife, J. W. Gale, J. Gaudin, M. Green, M. S. Grubbaum and wife, M. — Grossman, W. W. Hall, Miss S. Hebel, C. P. Hippely and wife, I. Hippely and wife, Capt. M. Houellberg, Mrs. J. A. Hopper, Miss M. Hopper, P. G. Holyheiser, E. L. Hughes and wife, A. M. Hunt, W. M. Irwin, H. Jacobson, G. E. Johnston, Mrs. H. J. Johnston and 2 children, E. Kahn and wife, Miss Kahn, G. T. Kelley, J. A. Kennedy, J. W. Keyston, Jr., S. H. Knowles, Mrs. M. C. Lindholm, Miss Lindholm, Miss B. McKinley, J. L. McLean, E. McNulty, Mrs. A. M. Mollis, Mrs. C. T. Merry, Miss A. C. Merry, J. E. Miller, Miss L. Morgan, Mrs. J. E. Murphy, Miss J. Murray, Mrs. J. E. Owens, S. S. Paschal and wife, S. Paser, F. K. Perkins, E. W. Peterson and wife, Jas. H. Pratt and wife, H. H. Renton, Miss E. Robert-

son, Geo. Ross and wife, C. F. Schermerhorn, M. B. Schermerhorn, C. E. Smith, F. C. Smith, C. H. Springer, L. S. Stearns and wife, W. S. Sutt, E. W. Strouse, F. E. Swift, D. P. Thompson, Miss L. Vestal, Mrs. W. A. Wall, child and maid, Mrs. Geo. Watt, F. R. Wells and wife, E. C. Wiggins and wife, Mrs. G. K. Wilder, E. H. Wodanous, Miss G. Voell, J. E. McIowan, T. M. Boggs, Mrs. R. Hooving, C. Shumata, J. M. Droscher, F. O. Easley, H. F. Hoffmaster, E. Fugeoka, H. Rivers, Jas. Stevens, Geo. H. Harris, D. Jarvis, Geo. Clarke, Mrs. E. C. Moon and child, Benton, Mrs. Van Derling, Mrs. L. A. Williamson, E. L. McAlpine, Mrs. L. Harris, Mrs. B. Kotsyan, Miss Kotsyan, Max Caplan, Geo. Murphy, Jas. Kirk, G. J. Moore, Mrs. C. A. Schmidt and 3 children, J. Neshwitz, Mrs. J. H. Neshwitz and child, W. Campbell, T. J. Duncan, W. J. Deboer, Miss J. O'Connell, A. B. Weymouth, J. D. Tregloan, B. F. Berry and wife, A. A. Sherman, Mrs. G. R. Stover and children, Mrs. M. A. Robinson, Mrs. R. H. Riddle, M. Bille, G. H. Cordier and wife, A. C. Alexander, wife and 3 children, Mrs. W. L. H. Kelle and 3 children, Miss F. Pogue, Mrs. J. Beagina, C. Lelong, Mrs. C. Melrose, Mrs. M. Lecher, Mrs. Rehumalt, Mrs. H. Conlon, A. T. Koss, F. B. Smith, wife and 2 children, Mrs. E. McKeechie, A. C. Vestal.

IMPORTATIONS PER SIERRA.
895 pkgs fruit, 375 pkgs vegetables, 174 cases butter, 475 kegs beer, 72 pkgs hardware, 185 pkgs merchandise, 2709 pkgs meat, game and oysters.

CONSIGNEES PER SIERRA.
C. Bishop & Co., Miss Van Derlin, Cal. Feed Co., Lewis & Co., Geo. Andrews, Sam Pong, Wing Lung, Inter-Island Steam, N. Co., H. Hackfeld & Co., S. I. Shaw, Henry Waterhouse & Co., M. Phillips & Co., Cotton Bros., E. W. Strouse, Miss Yoell, Met. Meat Co., D. G. Camarinos, Henry May & Co., M. N. McChesney & Son, J. Walker, T. S. Douglas, W. S. Starr, J. R. Mills, H. J. Nolte, Thos. H. Davies & Co., Haw. Elec. Co., Hon. I. W. Co.

Conference With Plumbers.
The plumbers met last evening with Mr. De Cew, president of the board of health. The doctor asked the opinions of the plumbers on the various board regulations. The quality of pipe brought forth much discussion. While the rules call for extra heavy pipe for all houses of more than one story, the plumbers considered that standard pipe was good enough for anything under four stories. Most of the time was spent in discussing pipe, its durability and uniformity.

MORE RAPID TRANSIT.
Two Lines of Electric Railway Now in Operation in this City and Both a Success.

Although the electric railway on Pacific Heights was the first electric passenger railway in operation on this island, it is not in fact on the group, there is another line now running and with the same success that the line to the heights runs. The second line of electric railway was put in operation on Monday, and it is not a very long line, but has already attracted a good deal of attention. The new line was installed by two young electricians of this city, Messrs. De Cew and Thompson of the Union Electric Company, and it is in the window of the Bergstrom Music Company on Fort street.

The car operates on a new principle of applied electricity and not by the trolley system so common. By a clever adaptation of the storage battery the little vehicle is made to travel on its wooden tracks, carrying a crowd of beautiful lady and gentleman dolls and wee tots of boy and girl doll babies. As a sort of prelude of what may be expected when the big rapid transit cars get to traveling on the streets of our city, a skeleton is put in charge of the lever at the front of the car.

Messrs. De Cew and Thompson, who have lately started as a company to do installing of electric plants and all kinds of electric wiring, have received many compliments on their work on their new rapid transit line. Their office and shop is on North King St., where there is always on hand a large supply of electrical goods and novelties.—Adv.

The Pacific Transfer Co. will deliver trunks promptly. Jas. H. Love, manager. Office 161 King street. Telephone Main 58.

BORN—On December 18th, 1900, to the wife of C. R. Peck—a son.



THEY only stimulate and break down the digestive organs. With my famous DR. SANDEN ELECTRIC BELT I have cured over 8,000 weak and puny men during 1895, and have on file at my office testimonials from people in all parts of the world, who have been cured of such diseases as Rheumatism, Lumbago, Sciatica, Neuralgia, Lame Back, Varicocoele, etc. As it has cured others, it will cure you. Being worn at night, it does its work while you sleep. Consult me free of charge.

My little book sent sealed free upon request. It tells of my thirty years' practice and success in treating the above diseases by nature's own gift to man—ELECTRICITY.

Write today. Office hours—9 to 5; Sundays, 10 to 1.

DR. A. T. SANDEN, Cor. Market Street and Grant Ave., San Francisco, Cal.

Oceanic Steamship Co. TIME TABLE.

The steamers of this line, will arrive and leave this port as hereunder:			
FROM SAN FRANCISCO.		FOR SAN FRANCISCO.	
	1901.		1901.
Zealandia	Jan. 8	Zealandia	Jan. 5
Alameda	Jan. 8	Alameda	Jan. 6
Zealandia	Jan. 23	Zealandia	Jan. 26
Sonoma	Jan. 23	Sierra	Jan. 19
Mariposa	Feb. 8	Mariposa	Feb. 13
Sierra	Feb. 19	Alameda	Feb. 19
Zealandia	Mar. 2	Zealandia	Mar. 6

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers COUPON THROUGH TICKETS, by any railroad from San Francisco to all ports in the United States, and from New York by any steamship line to all European ports.

FOR FURTHER PARTICULARS APPLY TO

WM. G. IRWIN & CO.

GENERAL AGENTS OCEANIC S. S. CO.

Pacific Mail S. S. Co. Occidental and Oriental S. S. Co. and Toyo Kisen Kaisha

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR JAPAN AND CHINA.		FOR SAN FRANCISCO.	
RIO DE JANEIRO	Dec. 21	PEKING	Dec. 25
COPTIC	Dec. 29	GALIC	Jan. 1
AMERICA MARU	Jan. 5	HONGKONG MARU	Jan. 8
PEKING	Jan. 15	CHINA	Jan. 18
GALIC	Jan. 23	DORIC	Jan. 26
HONGKONG MARU	Jan. 23	NIPPON MARU	Feb. 2
CHINA	Feb. 8	RIO DE JANEIRO	Feb. 12
DORIC	Feb. 16	COPTIC	Feb. 19
NIPPON MARU	Feb. 26	AMERICA MARU	March 1

FOR GENERAL INFORMATION APPLY TO

H. HACKFELD & CO., Ltd. Agents.

American-Hawaiian S. S. Co.

Direct Service Between New York, Pacific Coast and Hawaiian Islands.

S. S. AMERICAN has left New York for this port, via San Francisco, Tacoma, Seattle and Nanaimo, on October 30th.

S. S. HAWAIIAN will be dispatched from New York on or before December 30th, for San Francisco, Puget Sound and Nanaimo, en route to Honolulu.

Freight received at Company's wharf, Forty-second Street, South Brooklyn, at all times.

For Further Particulars Apply to

H. HACKFELD & CO., Ltd. AGENTS, HONOLULU.

Canadian-Australian Royal Mail Line.

Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., and Honolulu, and Brisbane, Q., are

DUE AT HONOLULU

On or about the dates below stated, viz:

From Vancouver and Victoria, B. C., for Brisbane, Q., and Sydney.		From Sydney, Brisbane, Q., for Victoria and Vancouver, B. C.	
WARRIMOO	Dec. 22	AORANGI	Jan. 16
MIOWERA	Jan. 19	WARRIMOO	Feb. 13
AORANGI	Feb. 16	MIOWERA	March 13
WARRIMOO	March 16	AORANGI	April 10
MIOWERA	April 13	WARRIMOO	May 8
AORANGI	May 11	MIOWERA	June 5
WARRIMOO	June 8		

THROUGH TICKETS issued from Honolulu to Canada, United States and Europe.

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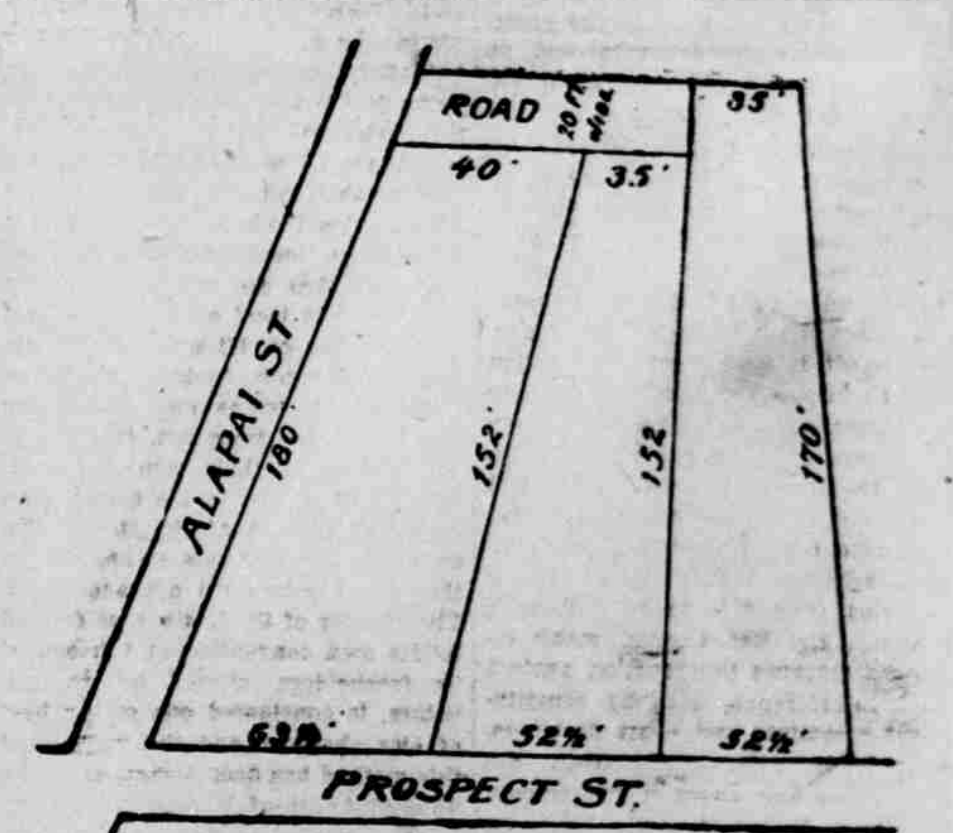
WELL, WE GUESS NOT!

We are not in the business for our health, and as we have been selling

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for two years we see no reason for further inducements in order to sell our goods. We are however selling a large line of second-hand and shop-worn cameras at greatly reduced prices.

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